



## HARMFUL PRACTISE OF LURING MINERS THROUGH CIRCULAR

**Calls for Objection From Influential Miners' Newspaper.**

### ROAMING HABITS FORMED

**And Feeling of Unrest Created Among Those Who Aided to the Call for a Change in Place of Employment; Is a Serious Problem for Miners**

Among the means employed by some mining companies and labor brokers to secure additional men is that of the circular letter sent to men already employed in other mining districts. This practice has been followed to a considerable extent in certain fields and with such results that the Hunkarian Miners' Journal has felt obliged to record rather vigorous objections to the method. Discussing the question in its latest issue this publication says:

"The scheme of sending out such circulars is not only highly injurious to the miners but impairs the prestige of the whole mining industry, not mentioning in first place the difficulty of preserving efficiency all along a man's life in short time this manipulation might creep into general use and will be freely turned against just those who for a temporary advance over the mining companies will employ means as this to obtain more workmen for themselves."

To the miners the bad effects and injuries growing out from this deplorable manipulation are numerous of which the most important will be felt right after the launching of a miner getting campaign.

"The letters often sent out by the thousands will bring more or less results and will induce foreigners to flock to such misrepresented mining place as but natural to suppose as it actually happened recently at a small mining camp in Pennsylvania to which place the miners lured by honeyed words rushed in great numbers that a great many of them had to be turned away without work."

Even those getting employment there have instantly realized that the have been grossly misled by the alleged excellent conditions depicted in the circulars and have left the camp immediately together with those rejected taking also the lasting remembrance of a bitter experience with them. Thus the campaign will end in seriously damaging often completely destroying the reputation of the mining camp for the cruelly deceived miners will be unwilling to seek employment for years to come at this credited place."

The monetary loss is but one significant effect the moral influence will even be more damaging more impressive more lasting.

The bad habit of continuous migration from one mining place to another so deeply rooted in miners—more especially among foreigners has always been admittedly a great nuisance to the mining companies.

What are the mining companies to do against such a rampant such harmful practice as the luring away their established settled-down experienced workmen through the mail? How will mining companies protect their interests from such underhand devices and put a stop to it? How will they prevent the names of their miners getting into the hands of strange labor agents who will then flood them with tempting propositions?

We are of the sincere opinion that the present condition is more than alarming and if not checked at once might prove to be a calamity of no small consequence to the whole mining industry and feel that there could be no doubt that mining companies of good standing will be a heavy accord with every effort to stamp out this outrage.

Frick Men Meet.

H. C. Frick superintendents in the coke region held an informal meeting Thursday at the Brunswick hotel in Uniontown for the discussion of mining problems. Among those present were R. B. Beerhaver and F. F. Stubble of Connellsville and J. H. Pettigrew of Blinn.

Advertise in The Weekly Courier

## TO REGULATE COAL STRIPPING

**Legislation Proposed Requiring That Surface be Restored to Its Former Condition.**

The mining of coal by stripping is developing some new problems for the legislators. Out in Ohio where the industry has been considerably developed and strippings of 40 feet are sometimes made great complaint has arisen about the land being left in such a condition that it is rendered worthless and whole regions are in danger of being lost as taxable property.

To regulate these conditions a bill has been introduced in the legislature which makes it the duty of the owner of the property to cause the refuse material removed from the excavation to be filled back and leveled up as nearly as possible to its original condition. Of more than one acre shall be left un-restored by such stripping process at any one time or place. In case the owners fail to comply with the restoration requirements the county commissioners are to do the work under contract and enter the same upon the tax duplicate against the owner of the land the amount to be a lien against the land.

A similar law has been proposed in Pennsylvania. Operators interested in stripping however say that less than five per cent of the coal deposits of the country are available for stripping operations and the legislation is not justified.

### FORMER RECEIVER

**Baltimore & Ohio Railroad and Once President, Dies**

BALTIMORE, March 20.—Oscar G. Murray, chairman of the board of directors of the Baltimore & Ohio railroad and former president of the system died here yesterday after a long illness. He was aged 70 and was unmarried.

Mr. Murray went to the Baltimore & Ohio system a 1896 as first vice president in charge of traffic. The road was placed in the hands of receivers February 29, 1915 and Mr. Murray was appointed one of the receivers jointly with John A. Cowen. They rehabilitated the property and returned it to the company in April 1915 and were discharged by the court as receivers May 20, 1916. Mr. Murray again became first vice president of the Baltimore & Ohio and was elected president of the road December 27, 1916. The election becoming effective January 1, 1917. He was succeeded as president of the Baltimore & Ohio January 15, 1917 by Daniel Willard.

BALTIMORE, Md. March 20.—The bulk of the fortune of nearly a million dollars left by the late Oscar G. Murray, former president and chairman of the board of directors of the Baltimore & Ohio railroad is to be set aside to found a home for widows and orphans of employees of that road.

The trustees named in the will which was offered for probate today are directed to incorporate under the laws of Maryland a charitable incorporation to be known as the Oscar G. Murray Railroad Employees' Benefit Fund. Thousands of dollars were bequeathed to personal friends and employees.

### HONOR J. P. BRENNEN

**Head of Coke Company Given Hand some Check by Employees**

At a banquet given Saturday night at the Hotel Tiltow Uniontown by the superintendents, mine foremen and their assistants of the Thompson Connellsville Coke Company on behalf of the employees M. J. Welsh, who acted as toastmaster presented J. P. Brennen of Scottsdale president and general manager of the company with a handsome clock and penknife. John Ryburn with a pair of opera glasses and W. G. Rock with an engraved cigarette case.

The banquet was given on the tenth anniversary of the company and the most prosperous year in the history was toasted.

The Hopper Company Expands.  
The Hopper company, by product coke oven constructors of Pittsburgh have just negotiated a long term lease on the entire eighth floor of the new Union Arcade Building in Pittsburgh for general offices. The floor includes 27,531 square feet and includes 133 offices.

## LIST OF COKE OVENS IN The Connellsville District

With Their Owners, Address and Ovens in Blast Corrected to Saturday, Mar. 17, 1917.

Total Ovens	In Blast	Name of Works	Name of Operators	P. O. Address
<b>MERCHANT OVENS</b>				
155	182	Aome	W. J. Rainey	New York
182	182	Beatty	Mt. Pleasant Coke Co.	Greenburg
120	80	Boyer	Mt. Pleasant Coke Co.	Greenburg
80	80	Brass Run	Brass Run Coke Company	Mt. Pleasant
100	100	Carroll	Peoples Connellsville Coke Co.	Greenburg
100	100	Chase	Peoples Connellsville Coke Co.	Greenburg
40	40	Dexter	Connellsville Coke Co.	Connellsville
40	40	Ellen No. 1	W. J. Rainey	Uniontown
40	40	Ellen No. 2	W. J. Rainey	Uniontown
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## CITY DETERMINED TO FORCE PAYMENT OF PAVING COSTS

County Will Be Asked to Pay Up for Its Share of Isabella Road Work.

## SUIT MAY BE ENTERED

Council Talks Over the Possibility of Trying to Collect Cost of Isabella Road Sewer from County; No Agreement Was Ever Signed Up.

City council Monday night determined to make some collection on paving improvements for which the city has not been reimbursed. It was decided to demand that the county pay up first of all for its share in the Isabella road job. An attempt will be made to have the county commission stand over the cost of the sewer constructed there in addition to their paving share but council admits that it will not likely be successful in this.

It was brought out at the session that the commissioners had agreed to construct the sewer paying the shares of city, township and county alike. This agreement was not put into writing however. City Clerk A. O. Bixler said that the commissioners later found that the state law would not permit them to take such a course. The city has already paid for the sewer and there seems little possibility for the return of the money.

The question is Councilman John Duggan said shall we enter suit against the county to determine whether it should pay for the sewer or should we acknowledge that the city made a mistake in the first place and let the thing drop?

Meanwhile he added payment on the rest of the work could be forced. Mr. Duggan talked about the city being beautifully uncoordinated, and said he didn't see any way out unless suit was entered against the county to recover the cost of sewerage.

They do not seem to reach any agreement was a black and white Mayor R. Vane to remark. He was talking to J. L. Markel and F. T. Evans was Mr. Duggan's reply and they seemed to think that the agreement had been made in writing.

Clerk Bixler however said he thought not. Even so he pointed out the laws of Pennsylvania forbid commissioners to use the county's money for such a project.

You might turn off the water at the city line, he suggested, since the city built the sewer. The members did not seem to favor this proposition.

Councilman Duggan finally said that he would go to Uniontown and talk the matter over with City Solicitor F. C. Higbee and with the commissioners. A demand will likely be made on the county to settle up for its share of the paving at once.

The entire cost of the Isabella road improvements was \$13,937.97 of which \$13,937.92 was for the sewer and \$500.05 for the paving. The city owns the city sewer and the county owns the city sewer.

Between \$30,000,000 and \$10,000,000 will be paid out to taxpayers through out the country in order that the men will get their increased wages beginning with January 1. It is the share of the men who will get the difference between the salaries they received and the wages they would have made had the eight hour law been actually in effect.

## TO GET BACK PAY

Local Trainmen's New Wage Scale Effective January First.

Back pay for all work done since January 1 in accordance with the regulations prescribed in the agreement of the railroad men and the brotherhood will be received by trainmen of Connellsville and vicinity shortly. Strict records have been kept of their working hours since the beginning of the year when the Adamson law was to go into effect in order that they might lose nothing should the law be declared unconstitutional at the Supreme Court.

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## WATER OFFICE CHANGES

C. A. Thomas is Transferred to Pittsburgh; Swartzwelder, in Charge.

Charles A. Thomas, cashier for the Connellsville Water Company, has been transferred to Pittsburgh where he will be engaged in general inspection work for the South Pittsburgh Water Company, a subsidiary of the American Water Works and Gas Company which also controls the Connellsville Water Company. Mr. Thomas' transfer is a promotion and comes as a reward for good service with the local company. He will leave here about next month.

G. W. Swartzwelder, formerly clerk for the Pennsylvania railroad here, will succeed Mr. Thomas. He entered upon his new duties on Monday.

Farmers' Interest 5 per Cent. The farm loan board announced today that the interest rates on all loans made to farmers through the country by federal land banks would be 5 per cent. A rate of 1/2 per cent on bonds to be used by the land banks was also officially announced.

## GET TWO JURORS IN MURDER CASE

Talesmen Dislike Idea of Serving in Trial of Two Fairchance Girls.

UNIONTOWN, Mar. 17.—An aversion on the part of talesmen to trying girls on a murder charge may necessitate the subpoenaing of an extra panel of talesmen to try Bertha and Blanche O'Brien of Fairchance for the alleged slaying of a four weeks old babe.

Up to 2 o'clock this afternoon only two jurors had been secured. They were Clyde Merryman of South Union No. 1 and William G. Howard, of Uniontown. Merryman was the 23rd talesman examined and Howard was the 27th. Those of the talesmen who did not have conscientious scruples against capital punishment expressed a disinclination to render a verdict of murder against a woman.

The sisters distressed little bits of humanity stood while Deputy Clerk of Courts Darrell W. Smiley asked them how they pleaded. They answered "Not guilty" and burst into tears.

Before the girls were arraigned, their counsel Attorney George Patterson presented a motion to have the indictment quashed on the grounds that the indictment does not allege an assault upon any particular person. Mr. Patterson declared that the indictment was not pure immorality as it stated that an assault was committed upon — O'Brien alias Ralph O'Brien. Judge Van Swearingen overruled the motion and gave Mr. Patterson leave to file it in writing to be taken up at a later time.

The venue was called and the selection of a jury was immediately begun. Former County Commissioner M. L. Townsend of Flatwoods was the 1st talesman called.

The O'Brien sisters are being tried for the alleged murder of Ralph O'Brien said to be the illegitimate child of Bertha O'Brien, which was found by two little boys a few weeks ago in a clerk near the Quermont Glass factory in Fairchance. It is claimed by the commonwealth that the child was poisoned with the contents of a phial of paregoric forced down the infant's throat on the National Pike east of Uniontown. It was then carried in a suit case to the O'Brien home for several days in the bedroom of the sisters wrapped in a strip of carpet.

UNIONTOWN, March 20.—The large court room crowded this forenoon with women among whom were several prominent social workers when the commonwealth resumed its case before Judge J. Q. Van Swearingen in criminal court against Bertha and Blanche O'Brien sisters of Fairchance on trial for the alleged murder of Ralph O'Brien four weeks old said to have been the illegitimate child of Bertha O'Brien. The girls sat with their attorney, George Patterson, with their hands over their eyes sobbing as the state's witnesses testified regarding a confession the girls are said to have made in the county jail.

Harry McIntire, turnkey at the county jail, was the first witness called by District Attorney John Morley. He testified that the sisters confessed to having given Bertha's child paregoric out on the National Pike from Uniontown on last January 12 that they placed the child in a suitcase and carried it to Fairchance where they kept the body in the home for several days after which they threw it into Georges creek.

In a cross examination Mr. McIntire testified that the girls told their story upon being questioned by County Detective John J. Smith. He said that the detective never insisted upon them answering the questions, but declared that Blanche talked readily and trusted upon her sister's answer. The detectives questions were so hesitated, Sergeant Homer A. Chambers and Detective Kelly of the state police, Coronel S. H. Batum, the county detective and himself, were present during the examination of the girls. Mr. McIntire said he said that the body of the dead child was placed upon a bed and after the sisters had identified it as being the child of Bertha he was cautioned by the county detective that what they said might be used against them.

Mrs. Zach Storer who keeps a small store at Millville avenue and Coopers street testified that she saw Bertha a bottle of paregoric she could not give the date but said that it was after Christmas. P. J. Wright testified to having found an empty paregoric bottle in the road on Glens Hill opposite the Rankin residence corresponding to a bottle produced in court by Mrs. Storer as the kind she sold.

D. Guy Johns on of J. Harry Johns and J. Son funeral directors testified that the body of the infant was at the Johnston Morgue in Uniontown for several days after which it was sent to a Prot. Ashman in Pittsburgh. The body he testified was shipped back later.

Dr. F. T. Ashman, professor of chemistry at the University of Pittsburgh and state chemist testified this morning that he had analyzed the organs of the body of the dead child and had found one sixth grain or morphine there. One sixth of a grain he said is sufficient to cause the death of an infant one month old the age of the O'Brien child. Dr. E. R. Russell and Dr. James F. VanGilder testified to the same effect.

## NOT AT JOHNSON

M. A. Coffey, Superintendent of Johnson Tractor Company.

M. A. Coffey former superintendent of transportation for the West Penn in this district is now superintendent of transportation in charge of operations for the Johnson Tractor Company at Johnstown, Pa.

Mr. Coffey assumed his new duties on March 19 going to Johnstown from Capt. May.

## LOCAL TRAINMEN GO OUT WHEN ORDER NOT TO IS MISUNDERSTOOD

Suspicious that messages sent to them announcing the postponement of the railroad strike were not authentic, railroad men in the Connellsville-Dickerson Run district went on strike at 7 o'clock Saturday night. The first message did not come in code and the railroad men suspected that it was a scheme upon the part of somebody to keep them at work. Consequently notices were posted telling the local men to disregard all strike notices unless signed by the executive committee. The official orders came about 10 o'clock.

While The Courier extra editions and bulletins were proclaiming the news that the strike has been postponed for 48 hours the railroad men in the absence of official notification carried out the original orders to strike. Many doubt the truth of the published reports that the strike had been deferred. A code message telling the men to return to work was received about 10 o'clock and its contents were telephoned throughout the region.

At 7 o'clock Saturday night wheels stopped moving on the Connellsville railroad. The passenger trains not being affected by the first strike order ran as usual but the freight locomotives were moved to sidings or to the roundhouse and the trainmen went home. Not in many years was there such quiet in the Baltimore & Ohio yards. No whistle sounded or a bell rang. The hissing and snorting of the yard shifters were missing.

One coke train came through on the Pennsylvania railroad early in the evening but this probably had started on its run before 7 o'clock and under the strike order each crew on the road was to complete its trip before going out on strike.

The strikers went direct to their homes and stayed away from the railroad property. Orders at headquarters were that they should keep away from Water street and the vicinity of the railroad's property.

Large crowds visited the railroad headquarters in the morning waiting for some word to confirm or deny the published reports that the strike had been postponed. Word came in that the strikers had not returned to work and that the strike was on. The strikers were equipped with tools and had their tools in their hands. The strikers were equipped with tools and had their tools in their hands.

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During the year \$2,250.75 was spent on salaries and \$2,250.75 was kept for grounds and building in repair. Light, heat, water and telephone cost \$2,250.75 and supplies \$71.50. Cost of books, magazines and rebuilding totaled \$1,017.05 making the expenditures for the year \$2,250.75.

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## URGES AUTOS FOR ALL PASTORS

Congregations Should Provide Them, Church Efficiency Expert Declares.

Essentials of a Successful Success in church finances was the subject of the address by Rev. A. F. McGarrath of the Chicago church efficiency expert at a luncheon held in the Sunday school room of the Presbyterian Church Monday evening.

In order to attain the best results in raising money for church purposes Rev. McGarrath said it was necessary to apply business principles and go about the work in a systematic manner. His method comprehends an educational campaign designed to bring the church membership to a comprehension and appreciation of the stewardship of money and material things.

Following an educational campaign upon the subject of giving the speaker's method includes the arrangement of a complete church budget for the ensuing year which should be fully explained to the membership. To secure the most to meet the budget an every member canvass should be made and pledges secured from every member young and old to both current expenses and benevolences. The duplex envelope was recommended as the best method of making collections.

The plan outlined by Rev. McGarrath is already in use in a number of the churches of Connellsville and perhaps it will not be long before the details as he has elsewhere been found essential to success.

Introducing to the subject Rev. McGarrath made some interesting observations upon the relation of the churches to the pastors which have perhaps never been heard in Connellsville. He said that a church of 500 members should give its pastor an annual allowance. In addition to his salary to provide for his extraordinary expenses for books and magazines, entertainment, private benevolences and gasoline and automobile repairs. If the pastor does not have an automobile the church should provide one. He should also be given a stenographer or private secretary.

The church should have an educational director or preferably a young man especially fitted to supervise the activities of the young people of the church. Thus equipped a pastor would be able to give more of his time to the larger needs of his parish and to prepare better sermons and render more efficient service generally.

## STAGE HANDS BANQUET

About 100 Men Attend Function in Uniontown.

About 100 men gathered for a banquet at the Hotel Uniontown last night. The banquet was given by the stage hands of the local theaters. The banquet was given by the stage hands of the local theaters.

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Audience at Armory Is Small but Very Enthusiastic.

John Philip Sousa's world famous band played a concert Wednesday afternoon at the armory. The audience was small but very enthusiastic. The applause was thunderous at the conclusion of Sousa's own rendition of his "Stars and Stripes" played as an encore.

The soloists were particularly good. Miss Lucile Simon sang "My Heart is in the Sweet Voice from a Woman and De Hoi" and her encore "Poor Butterfly" was pleasing to the audience.

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Court Praises Men Who Convinced Desecrator of Blame.

NEW YORK, March 15.—A letter diet goes out to the world and shows to the people that the American flag must be revered and respected, said Judge McIntire in thanking the jury which early today convicted Bouck White, pastor of the Church of Social Revolution and one of his followers charged with burning an American flag.

It will be a lesson to aliens the court declared.

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## The Grim Reaper

ISAAC KILPATRICK HILLS

Isaac Kilpatrick Hills was born in Fayette County, Pa. December 25, 1846. He died at his home one and one-half miles north west of Aurora, Neb. Feb. 19, 1917. He was seventy-one years old and had been married one year to Mrs. Mary Hills. He was born in Pennsylvania and lived in Nebraska from 1868 to 1917. He was a member of the Methodist Church and a member of the Aurora, Neb. Chapter of the Order of the Eastern Star.

The funeral services were held at the home of his daughter, Mrs. J. H. Hills, on Monday evening, March 19, at 8 o'clock. The services were held at the home of his daughter, Mrs. J. H. Hills, on Monday evening, March 19, at 8 o'clock. The services were held at the home of his daughter, Mrs. J. H. Hills, on Monday evening, March 19, at 8 o'clock.

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## HENRY LAUGHLIN

Following a brief illness of pneumonia Henry Laughlin, 70 years old, a native son of the Civil War died Wednesday at his home on South Main street at 1 o'clock.

Mr. Laughlin was born in Ireland and came to this country in 1860. He was a member of the Methodist Church and a member of the Aurora, Neb. Chapter of the Order of the Eastern Star.

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Friday morning at 9 o'clock from the Holy Trinity Polish Church in the West Side. Interment in Holy Trinity cemetery. Deceased is survived by his widow Mrs. Stella Bialor, two children, Loretta and Martha L. Bialor, his parents Mr. and Mrs. J. Bialor, two sisters Mrs. John Mishus, Miss Anna Bialor and five brothers Andrew, John Felix Joseph and Charles Bialor all of Owensdale.

## SAMUEL P. LAUGHLIN

Samuel P. Laughlin 59 years old, a former well known resident of Connellsville died Friday evening in the Uniontown hospital following an illness of complication of diseases. Funeral services were held this afternoon at 2 o'clock from the Laughlin home with interment in Chestnut Hill cemetery. Mr. Laughlin was born in Connellsville and for some time was employed at the plant of the H. C. Frick Coke company at David. Of late years he was fireman at the boiler house at Oliver. Deceased was twice married. His first wife was Mrs. Anna Conn of Dunbar. Some years after her death he married Mrs. Amanda Cochran of Pittsburgh who with three children George W. Laughlin Jr. of Oliver, Mrs. Bessie Steinhilber of Mt. Sterling one step daughter Mrs. Lawrence Swift and two sisters Mrs. Henry Trump and Mrs. Anna Gray all of Connellsville survive.

He was a member of the Methodist Church and a member of the Aurora, Neb. Chapter of the Order of the Eastern Star. He was a member of the Methodist Church and a member of the Aurora, Neb. Chapter of the Order of the Eastern Star.

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## MRS. MARY CONNELLY

Mrs. Mary Connelly 70 years old, died suddenly Sunday afternoon at her home at Leasentown No. 1. She was a member of the Methodist Church and a member of the Aurora, Neb. Chapter of the Order of the Eastern Star.

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## MRS. SARAH LOGAN

Mrs. Sarah Logan 31 years old, widow of Captain Logan died Tuesday morning at her home at Jones Mill. Funeral Thursday morning from the Methodist Church at Donegal. Interment at Donegal. Mrs. Logan had resided near Jones Mill for a number of years and was well known to her friends.

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Frank M. Davidson a well known citizen of Brownsville died Sunday morning at his home following an illness of complication of diseases.







## COAL AND TAXES COST VASTLY MORE TO THE RAILROADS

Fuel Bill of the P. R. R. Alone  
Will Be \$25,000,000 More  
Than Last Year.

ALL ROADS \$130,000,000

More Will Have to be Paid Than During 1916; Tax Increase Enormous in the Past 10 Years; Adams Law Will Add \$60,000,000 in Wages.

The increases in cost of locomotive fuel and heavier taxes which the railroad companies will be obliged to meet this year total a surprising amount. While exact data is not available for all the railroads that furnished by the Pennsylvania railroad serves well to illustrate to extent of the burden arising from this source.

The consumption of coal on the Pennsylvania railroad east of Pittsburgh is between 11,000,000 and 12,000,000 tons per year. Last year this coal was obtained at an average cost of \$1.25 per gross ton at the mines. This year with spot coal selling readily in the open market from \$5 to \$6.50 per ton producers are finding no difficulty in making contracts for the remainder of the year at \$5.50, which will probably be the basis upon which engine coal will be supplied.

For the Pennsylvania railroad this will represent an increase of \$25,000,000 to \$30,000,000 without taking into account the fact that 6,000,000 or 8,000,000 more tons of fuel will be required in the road's operation during 1917 than in 1916.

The coal bills of ten of the largest eastern railroads in 1916 were as follows: New York Central lines, \$19,000,000; Pennsylvania lines, \$20,900,000; Baltimore & Ohio, \$6,100,000; New Haven, \$5,300,000; Erie, \$5,000,000; Reading, \$4,500,000; Lehigh Valley, \$3,800,000; Lackawanna, \$3,200,000; Jersey Central, \$2,500,000; Delaware & Hudson, \$2,310,000.

These ten roads will use 50,000,000 tons of coal this year, and an increase of \$1.50 will add \$75,000,000 to their expenses. The 1916 coal bills of some of the larger western roads were:

Santa Fe, \$5,855,000; Union Pacific, \$1,287,000; Rock Island, \$6,750,000; Northwestern, \$6,665,000; Burlington, \$5,612,000; Great Northern, \$6,591,000; Northern Pacific, \$5,745,000.

These seven companies will use 23,000,000 tons of coal this year. An advance of \$1.50 will add \$34,500,000 to their expenses.

It is generally estimated that the locomotives of the railroads of the United States consume one-fourth of all the coal mined in the country, and that their combined coal bill last year amounted to \$220,000,000. If the average increase in the cost per ton be only \$1 per ton the fuel bills of the railroads during 1917 will be increased \$130,000,000, or to a total of \$350,000,000. Normally the railroad coal bill is about one-fourth of the total operating cost.

While increase in taxes form a much smaller aggregate than the increases in cost of engine fuel they will comprise a very considerable item in railroad expenditures during 1917. George Stuart Patterson, general solicitor for the Pennsylvania railroad, in a hearing before the Public Service Commission of Pennsylvania some days ago said:

"Enormous increases in taxes have taken place in recent years. In the last ten years the taxes of the Pennsylvania railroad have increased 129 per cent, and in 1916 took 14 cents out of every dollar of net operating revenue, whereas ten years ago they took but eight cents. In 1906, the taxes were \$2,972,990, and in 1916, \$9,080,721. The increase in taxes in the year 1916 was principally on account of the increase of from one per cent. to two per cent. in the federal income tax. A further increase in taxes must be met in 1917, amounting approximately to \$275,000 per annum, on account of the federal capital stock tax."

What additions may be necessary to trainmen's wages as a result of the Adams law decision, of course not been determined. It has been estimated that the provisions of the Adams law, as it was enacted by congress and as it may be applied, will add at least \$60,000,000 to the payrolls for the year.

In addition to the heavy increases in operating costs the railroads, in common with all industries, have had to pay constantly higher prices for every article and material used in every department of railroading.

## RECONSIGNMENT CHARGE

Is Being Protested Against by Shippers of All Classes.

Many protests from coal interests throughout the country have been filed with the Interstate Commerce Commission against the proposal to assess a flat charge of 50 per cent for reconsignment or diversion of carload freight. As a matter of fact the protests of the coal interests have been backed by protests from representatives of the leading lumbermen, grain men, shippers of perishable and miscellaneous freight.

The railroads maintain that the 50 per cent reconsignment charge proposed is legitimate because reconsignment is a service outside of the ordinary line haul rate and the commission has often entered orders sanctioning the assessment of charges for such special services.

New Somerset Corporation. Application for a charter for the Allen Coal Mining company has been made by P. D. Allen, C. F. Enoch and E. L. Ferrell of Somerset.

## NEW 85-TON COAL CAR

P. R. R. Builds a New Five Hopper Type Having Large Capacity and Several New Features.

The Pennsylvania railroad has just put in service a new type of coal car, which should help matters in the way of hauling tonnage. The chief feature of this car is its capacity. It is of the hopper-gondola type, and has a capacity of 180,000 pounds, or about 85 tons. While some of the southern roads have had very large cars in use in coal-carrying service, the largest car in general use on the Pennsylvania has heretofore been the battleship hopper type, with a capacity of about 50 tons, though the number of 70-ton cars of the enlarged gondola type has been growing at such a rate as to make them quite a conspicuous feature in the Pennsylvania equipment.

One of the most interesting features of the new car is the presence of five hoppers, or drops for dumping. Instead of the usual two in the ordinary coal car.

The past fifteen years have proved the steel car to be a good investment and recent development of the art tends toward the standardization of details and larger capacity equipment. Heavier rolling stock is being added by the railroads throughout the country as quickly as their road beds and motive power will permit. More, especially is this true of the coal-carrying roads delivering direct to tide-water.

The Pennsylvania railroad, anticipating rolling stock of greater capacity, has just completed one of the new type 85-ton hopper car at the Altoona shops. An order was recently placed for 1,000 hopper cars, a large number of which are to be of this type and capacity. With the customary overloading which is allowed the cars will carry well over 90 net tons.

## HEAVIER LOADING

Of Freight Cars Suggested as Solution of Traffic Troubles.

J. Fred Townsend, traffic manager of the National Tube company, suggests that a solution of the traffic troubles lies in the heavier loading of cars. To that end he cites the experience of the 12 subsidiaries of the United States Steel Corporation which, during the year 1916, loaded cars to an average of 84,000 pounds each, the average capacity per car having been only 70,000 pounds and the average loading for the country at large only 42,000 pounds, or 48,000 pounds less than that of the concerns referred to.

Meantime, the average loading of the steel corporation subsidiaries increased only 1,800 pounds, nevertheless it had the effect of increasing the car capacity of 1,000 cars, compared with the loadings for 1915, when the average was 78,000 pounds per car, exclusive of the ore from the Oliver Mining company.

On this basis the railroads of the country were saved 6,026,724 car miles last year, or the equivalent of 541,660 train miles, equivalent to increased earnings amounting to \$554,033, without any increased operating expenses.

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Coal Freight Rates		ORIGINATING DISTRICT.			
TO EASTERN POINTS		Connellsville	W. Moreland	G'burg	L'robo
Destination	Rate per Gross Ton of 2,240 Lbs.	Pittsburg	Fairmont		
Baltimore, Md.	\$2.00	\$1.85	\$1.70	\$1.60	
Chesapeake, Pa.	2.00	1.85	1.70	1.60	
Harrisburg, Pa.	1.70	1.55	1.40	1.30	
Johnstown, Pa.	1.85	1.70	1.55	1.45	
Lebanon, Pa.	1.85	1.70	1.55	1.45	
New York, 37th St.	2.25	2.10	1.95	1.85	
New York, Brooklyn	2.30	2.15	2.00	1.90	
Philadelphia, Pa.	2.00	1.85	1.70	1.60	
Sparks Point, Md.	2.00	1.85	1.70	1.60	
Stettin, Pa.	1.90	1.75	1.60	1.50	
South Bethlehem, Pa.	2.10	1.95	1.80	1.70	
Syracuse, N. Y.	2.15	2.00	1.85	1.75	
TO ATLANTIC PORTS, via P. R. R.					
Greenwich, Pa., Local	1.75	1.60	1.45	1.35	
Greenwich, Pa., for Export	1.85	1.70	1.55	1.45	
So. Amboy, N. J., P. R. R. Vessel	1.95	1.80	1.65	1.55	
Harrisburg, N. J., P. R. R. Vessel	2.00	1.85	1.70	1.60	
Greenwich, N. J., P. R. R. Vessel	1.90	1.75	1.60	1.50	
Canton, Baltimore, Md., Local	1.75	1.60	1.45	1.35	
Canton, Md., for Export	1.85	1.70	1.55	1.45	
St. George, N. Y., Coal Piers	2.25	2.10	1.95	1.85	
St. George, N. Y., for Export	1.95	1.80	1.65	1.55	
Philadelphia Coal Piers	1.75	1.60	1.45	1.35	
Philadelphia, for Export	1.85	1.70	1.55	1.45	
Curtis Bay, Balt., Piers	1.75	1.60	1.45	1.35	
Curtis Bay, Balt., for Export	1.85	1.70	1.55	1.45	

\*The rate from the Fairmont District to Johnstown is 70c; Monongahela Railway to state line, 85c; Henry state line to Fairmont 85c.

The Connellsville rate applies to shipments from points on the Southwest Branch of the Pennsylvania railroad south of Fairmont; from points on the Pittsburgh, Virginia & Charleston and points on the Monongahela River railroad.

The Fairmont rate on shipments via the Baltimore & Ohio applies to shipments from points east of Sutersville, Pa.; from points on the Smithfield & Masontown Branch and from the Fairmont Station of West Virginia.

The Connellsville District includes points on the Southwest Branch of the Pennsylvania railroad south of Fairmont and the Pittsburgh, Virginia & Charleston except Brannell and all Monongahela River railroad points, New York Central points east of Dickerson Run, including Connellsville transfer, and points on the Baltimore & Ohio, Dawson to Point Marion, Pa.

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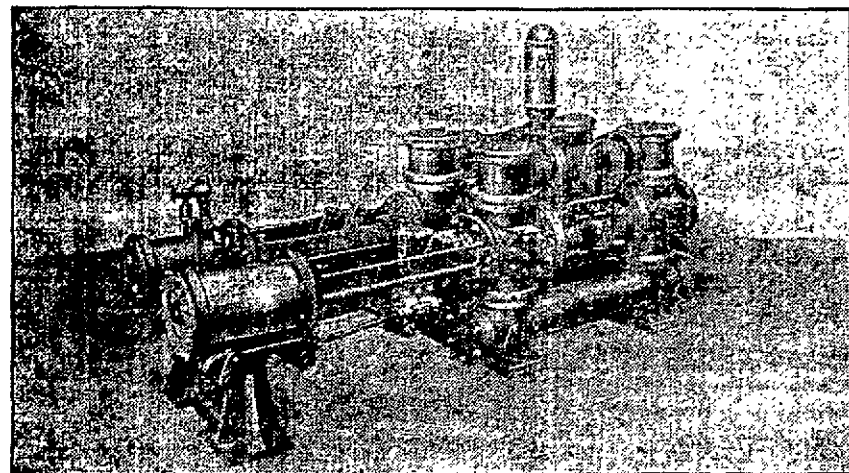
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Stewart timber lands; 4,063 acres, situated on Stewart creek, Wharton and Stewart townships, Fayette county Pa. Timber consists of Oak, Chestnut, Poplar, Locust, Wild Cherry, etc. Address

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## KILLED IN MINE

Driver Crushed When Horse Kicks a Prop Loose.

Peter McMahon, 21 years old, a driver in the Filbert mines of the C. Frick Coal company, was instantly killed Monday at noon when a horse kicked loose a prop causing the mine roof nearby to drop, burying McMahon under the slate.

McMahon is survived by his parents, Mr. and Mrs. Peter McMahon, and the following brothers and sisters: James, Martin, William, George, Clara and Margaret McMahon, all of Pittsburg.

## Homer L. Burchinal

Civil, Mining and Municipal Engineering.  
627 1st Nat'l Bank Bldg. Uniontown, Pa.

SPECIALTIES:—Construction of Coal and Coke Plants; Development of and Reports on Coal Properties; Highway Construction and Municipal Improvements.

Engineers for 25 independent coal and coke companies in Fayette and Westmoreland Counties, Pa., and Monongalia County, W. Va.

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Rooms 202 to 212 Westinghouse Building, Pittsburg, Pa.  
SPECIALTIES—COAL AND COKE PLANTS

The following is a partial list of Coke Plants for which the W. G. Wilkins Co. have been the Engineers:

Ovens	Ovens
Hecla Coke Company Plants 2 and 3 ..... 500	U. S. Coal & Coke Co. Plants 1, 2 and 3 ..... 850
Oliver & Snyder Steel Co. Plants 1, 2 and 3 ..... 1,125	Cascade Coal & Coke Co. Twin and Schenck Wks. .... 600
Lehigh Coal & Coke Co. Plants 2 and 3 ..... 425	R. V. Park Coal Co. York, Pa. Works ..... 1,000
Colonial Coke Company Smock ..... 164	Smithers Coal & Coke Co. Pottsville Works ..... 120

## Fayette Engineering Company

Civil, Mining and Consulting Engineers.

Mine and road surveys, plans, estimates and superintendence of construction of concrete and cutting plants, water works, etc. piers, and sewers, etc. Examination and reports on coal lands and mineral properties. Valuations.

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